

# ARMY AND NAVY CHRONICLE.

VOL. I.

WASHINGTON, THURSDAY, APRIL 9, 1835.

No. 15.

PUBLISHED EVERY THURSDAY, BY

**BENJAMIN HOMANS,**

AT THREE DOLLARS A YEAR, PAYABLE IN ADVANCE.

\*. Two copies will be furnished one year—or one copy for two years, for five dollars.

—All communications to the editor must be post paid.

## Congressional Documents.

No. 59.

### INTERNAL IMPROVEMENT—NORTH CAROLINA.

*Letter from the Secretary of War, transmitting reports in relation to the progress of Internal Improvements carried on by the General Government in the State of North Carolina.*

JANUARY 5, 1835.

Read, and laid upon the table.

WAR DEPARTMENT.

January 2, 1835.

SIR: The report of the Chief Engineer and accompanying papers, which I have the honor to transmit herewith, furnish the information called for by the resolution of the House of Representatives of the 23d ultimo.

Very respectfully,

Your most obedient servant,

LEW. CASS.

Hon. JOHN BELL,  
Speaker of the Ho. of Reps.

ENGINEER DEPARTMENT,

January 2, 1835.

SIR: In compliance with the resolution of the House of Representatives of the 23d of December, 1834, I have the honor to hand you, herewith, reports on the progress of the works of internal improvement now carried on by the General Government in the State of North Carolina, to which is annexed a statement of the amount of appropriations expended in the prosecution of the same.

I have the honor to be, sir,

Your most obedient servant,

C. GRATIOT,

Chief Engineer.

Hon. LEWIS CASS,  
Secretary of War.

SMITHVILLE, N. C.,

October 23, 1834.

SIR: The annual statement of expenditures made on account of the improvement of the navigation of the Cape Fear river, below the town of Wilmington, is forwarded herewith, and exhibits the cost of those improvements to the 30th of September last.

The balance which remained in the hands of the agent on the 1st of September, 1833, was

\$1,687 65½

The balance of appropriation in the Treasury on that day was

21,781 00

And the appropriation for the year 1834, was

5,234 00

Which made the sum of available for the fourth quarter of 1833, and the year 1834.

28,702 65½

The balance in the Treasury on the 30th September, 1834, was

\$13,864 00

From which is to be deducted the balance due the agent on the 30th September, 1834,

5,694 52½

8,169 47½

Shows the expenditure for the year ending 30th September, 1834, to be

20,533 18½

The whole amount of appropriation equal

132,627 00

And the expenditure to 30th September, 1834, per annual statement

124,705 24

Which leaves of the several sums appropriated

7,921 76

To which add this amount, being for articles sold, &c.

247 71½

Makes available for fourth quarter 1834, and the year 1835,

\$8,169 47½

My last report stated the difficulties which we had to encounter in constructing the jetties for the middle shoal near Old Town, on the western side of the river, and Barnhard's creek, on the eastern side, in consequence of the working up of the plank of which they are built. This has been obviated in some degree at the jettee near Old Town, by throwing stone on each side of it, as far as the quantity of that material which we could procure here, would enable us to secure it. One thousand six hundred and eighty-five and one-half tons have been deposited around this jettee, and on those parts of it where the stone has been thrown, it has not only resisted the action of the current, and preserved the jettee, but it also secured it against the effects of the storm which occurred here on the 4th and 5th of September last. Those parts of the jettee which were not protected, were much injured, as were all the jetties on the river, excepting the two on the western side near the Bulk Head or upper shoal. As a substitute for stone, I shall collect all the oyster shells which the rocks on the Oak Island purchase will supply, and deposit them on those parts of the jettee where there is no stone.

The dredging machine has been at work on the middle shoal and on the Bulk Head, during the season. Over these shoals, ten feet only could be carried when the improvements on the river were first placed under my superintendence; and over the lower shoal, on which we have not done any thing, eleven feet could go: this was the greatest draught which could be carried to Wilmington at that time. Now vessels are constantly going, drawing eleven and a half feet over the lower shoal, which must have benefitted in some degree, by the jetties near Old Town and Barnhard's creek; and over the middle and Bulk Head shoal, twelve feet can be carried; eleven and a half feet\* can be carried to and from Wilmington, which shows that the river has been improved.

The total destruction of all the jetties near the Bulk Head shoal by a storm in August, 1830, and the continual repairs which have been made to those since built near the middle shoal, have caused a large sum to be expended, which would otherwise have been applied to the erection of the jetties for the lower shoal, and the closing of the western channel at Campbell's or Big island. It is in consequence of these casualties that greater success has not resulted from our labors; they could neither be foreseen nor guarded against, and are not under human control; and human wisdom, however profound, could not have exercised its power to avert them.

The experiment which has been made by placing stone around the jettee at Old Town, has been so successful, that I cannot but hope the Government will authorize another appropriation to be made for the purpose of constructing the jetties at Old Town, Barnhard's creek, and Big island, of durable materials, that they may be permanent structures. An estimate will be forwarded for this purpose, if you direct one to be

\* On spring tides twelve feet can be easily carried to and from Wilmington; and during a freshet the last winter, which was not over six inches higher than the spring tides at the jetties, thirteen and a half feet was carried up by an English brig, which is the greatest draught ever carried to Wilmington.

made, as soon as the necessary information can be obtained in relation to the cost of the materials which would be used in their construction.

All which is respectfully submitted.

GEO. BLANEY,

Capt. Corps of Engineers, Bt. Major.  
Brig. Gen. C. GRATIOT,  
Chief Engineer, Washington.

FORT MACON,

October 1, 1834.

SIR: I have the honor to report that the operations for improving the navigation at Ocracoke inlet, by means of dredging machines, have been continued since the 30th September last, with a suspension of the same during the interval contained between the 14th November and 15th of April last, rendered necessary by the state of the weather during that period, which was chiefly occupied in repairing and refitting the vessels for the present season.

The two boats which had been used during the last year, were put in readiness, one of which, although nearly worn out, was so repaired as to be made serviceable throughout the greater part of the summer, but was discontinued on the 1st of September, being rendered inapplicable from the decay of the machinery. The operations, with the aid of a regular and efficient organization, have progressed without interruption since the above date, and the machinery unremittingly and perseveringly applied upon the obstructions, without other impediment than that occasioned by rough weather; and the quantity of earth excavated since the date of the last report has amounted to 35,300 cubic yards, the greater part of which has been transported to the distance of about three-quarters of a mile. It was in contemplation at the close of the last season, to aid the operations with a steam towboat, for towing away the lighters when loaded, the expense of procuring which was embraced in the estimate for the current year; but the funds for its purchase becoming available at so late a date, rendered it impracticable to procure it in time to be applied during the present season, and the work for which it was intended, has, in lieu, been performed by an additional force of laborers. Although the earth was required to be transported farther this season than that excavated during the last, it was found that it could more conveniently be done by laborers, than was at first anticipated, whence no disadvantage has resulted, excepting perhaps in the cost, which may be less by the former method, leaving out of consideration the first cost of the steamboat. The boats have been principally occupied in cutting a channel through that part of the obstructions called the eight foot shoal, and in widening and further improving the Flounder slue; a cut has been made through the former, in length 950 yards, from nine feet on each side, and about thirty-three yards wide, and from nine and a half to eleven feet deep, rendering this part of the channel practicable for nine feet to the entrance of the Flounder slue, the latter having a depth of a few inches over eight feet, but, from its narrowness, great care is necessary to prevent vessels from grounding on either side, whilst effecting the passage.

The result of the operations to the present time has been to render this channel, which was not formerly practicable, the best at the inlet, both as regards the draught of water which can be carried through, and the shelter afforded against storms, also a thoroughfare for the whole commerce of the middle counties of North Carolina, on the seaboard, which, by a registry regularly kept, makes the number of passages within the twelve months past to be upwards of four hundred, with a draught of water varying from 7' 8" to 7½ feet, showing an increased depth to which vessels now load of nearly one foot, and estimated to save in lighterage about two hundred barrels, and the detention corresponding, to which may be added the advantage of a safer outlet than before existed. Thus, it appears, that although the operations have been but partially successful, they have, nevertheless, been productive of a decided and useful improvement in the navigation.

There are circumstances, however, arising out of the peculiar nature of the locality, which, according to the experience of the past season, are such as to create strong doubts as to the practicability of improving this navigation to that extent desired by those interested in its improvement, the principal object having been to obtain a draught of ten feet water at high tide. The causes here alluded to, are the uncertain and shifting character of the shoals lying near the inlet. On an examination of the general map of the navigation at Ocracock, it will appear that the inlet is enclosed on the side of the sound by the extensive royal shore, which is penetrated by four channels, to wit, Teache's hole, and Blair's to the northeast, and the old ship channel and Wallace's channel to the southwest; in each of these is found shifting sand shoals, presenting obstructions to the passage of vessels, the depth of water on them being from six to eight feet. Of this nature is the mouth of Teache's hole, the junction of Blair's channel with the sound, the Bulk Head in the old ship, and the mouth of Wallace's channel. The mouth of Teache's hole, which, according to a survey made upwards of thirty-five years since, was practicable for six feet water only, has within late years improved so as to admit the passage of vessels drawing seven feet, but is subject to sudden and frequent changes. The passage of this bar is dangerous in the extreme; the ocean swell, when of any magnitude, breaks heavily upon it, and greatly endangers the safety of vessels which may have grounded upon it in their passage out; this channel, like the others, has a bar or swash on the side of the sound. Blair's channel, which has its general direction about south, and debouches into Beacon Island roads, has, at its entrance from the sound, a bar about one thousand yards wide, between the depths of nine feet on each side, and upon the highest part is found six feet water; the formation of this bar has been attentively examined, and the sand composing it found to be loose, clean, and obviously shifting in its nature. It is exposed to the full scope of the northerly winds from northwest to northeast, which have the whole range of Pamlico sound, without any interposing barrier to their action upon this part of the navigation. The former, of well known violence when prevalent, passes in a longitudinal direction along the Royal shoal, and across the mouth of this channel, at which lies the bar; it is thus, in addition to its unfavorable formation, more exposed to disturbing causes on the side of the sound, than either of the others. With reference to the old ship channel, the shoal in it called the Bulk Head, situated at the point where the current of Blair's meets that descending it, is of a character precisely similar to the others, and even more variable than those, from the cross currents and eddies which are always met with at this point. With regard to the shoals described above, there are facts connected with the fate of vessels wrecked and lost upon them, which illustrate, in a forcible manner, the nature of these impediments to the navigation. The number of vessels lost and abandoned on them has been great, and yet not a vestige thereof is found to remain above, or for a distance below the bottom in which they were originally imbedded, the wrecks having in every instance sunk and disappeared in the sand. It must be obvious, from the facts stated, that neither of these channels is susceptible of permanent improvement by dredging machinery. There remains, after these, the southern, or Wallace's channel. In the selection of this for the application of the machinery, two objects were held in view, the principal of which was the permanency of the excavations to be made, and, secondly, the providing of a sheltered anchorage for coasters. The most favorable prospect of attaining these ends was presented in the channel last referred to, which on the commencement of the operations was thoroughly examined throughout its whole extent to its mouth, lying four and a half miles from the swash, and near the jaws of the inlet. As the formation at this point is unfavorable to improvement by dredging machinery, it was necessary to success, that there should be found at all times a sufficient depth of water thereon to permit the passage of vessels. It was therefore closely examined, and found to have eleven feet water at flood, which being one foot more than required, no difficulty on this head was anticipated. There remained, therefore, only the muddy, and comparatively cohesive formation of the swash and Flounder slue to overcome in the accomplishment of the desired object, the prospect of its permanency

being favorable from the fact stated above, which also rendered it apparent that those shoals could not be subject to sudden and irregular changes, and that, in the event of a channel being opened, it could be ingeniously effected only by the gradual deposit of alluvion held in suspension by the descending currents, which might be successfully counteracted by machinery. This conclusion was fully confirmed by the result, the obstructions in question having been rendered navigable for eight feet draught, showing a gain on the Flounder slue of three feet; whence it would appear that if the practicability of opening a channel of ten feet, depended solely upon these obstructions, which alone were had in view in the original project, and the act applicable to the execution of the work, there would remain but little doubt that the requisite depth could in time be acquired and maintained by the use of machinery. Notwithstanding, after the latter had been in operation upwards of twelve months, it was found that the mouth of Wallace's channel was undergoing a change and shoaling, an event which was not anticipated. In consequence of this result, attention was drawn to a channel about one mile above the mouth referred to, connecting Wallace's channel with Beacon Island roads, and understood to be of recent formation; this channel, called Beacon Island slue, had, at its junction with Wallace's channel, a shoal or bulk head about three hundred and fifty yards wide from ten feet on each side, the shoalest part being six feet deep at flood, and four and a half feet at ebb tide, the bottom being however of an unfavorable character, and similar to those hitherto described in the preceding part of this report; at the same time, if removed, it would present a nearer passage by one mile to Beacon Island roads, than the main channel, and afford useful data as an experiment. To accomplish the above object, suggested by the changes going on at the outlet of the general channel, a boat was placed on the shoal referred to, and in the space of six weeks, about seven thousand five hundred cubic yards were removed therefrom, and a narrow channel cut through nine feet deep at high water. The sand, being loose, was excavated with great ease and rapidity.

On resuming operations in the spring of last year, the work done as stated above was found to have entirely disappeared, and the bar of Beacon Island slue had resumed its former state of shoalness—an evidence conclusive of the inutility of dredging in bottoms of that nature; at the same time that this effect was observed, the mouth of Wallace's channel was found to have shifted its position, and deepened to upwards of ten feet at high water; and as the impracticability of permanently deepening or otherwise improving the shoals lying near the entrance, by dredging, was manifest from the experiment hitherto described, and the outlet being found thus favorable, the operations were then vigorously pressed forward on the swash and Flounder slue, with the exception that the greater volume of water which would thus be induced to pass out thereat, and through the general channel, might tend to maintain the requisite depth at the mouth. It was then that the greatest improvement was effected on the Flounder slue, and the current through the same increased from twenty-two to thirty-two inches per second, which facts were embraced in the report of last year; this channel was also opened to the coasting trade, and has ever since been used as the regular thoroughfare for the commerce. An exception to the above may be stated, in regard to the vessels from the north counties, which, although generally of a lighter draught than those heretofore referred to, are, few of them, in the habit of using this channel, whence it is inferred that the want of a sufficient knowledge of the superior advantages of this route has induced them to prefer the danger of the Teache's hole, to sailing around the Royal shoal twelve miles farther to the swash roads. It has not unfrequently occurred during the past season, that very many of these vessels have been lying detained in that channel during the constant passage of vessels out to sea through that of the Flounder slue.

The foregoing was the state of the operations at the date of the last annual report, in which, as also in my letter of the 30th of November following, it will be recollected special reference was made to the outlet of Wallace's channel, and the necessity of being content with the depth of water which might be found thereon. During the present season, however, this mouth has again shown a tendency to shoal, but affords, at high

water, eight and a half feet: the tide rising at this point three and a half feet, there is, at low water, five feet; it is, therefore, at present necessary for vessels drawing eight feet, to wait the rise of the tide in order to effect the passage, although vessels of that draught now pass with very little detention. It does not, therefore, appear that this outlet, in its natural state, can be relied upon at all times for a depth of ten feet, whence the inferences are drawn which have been already adverted to in the foregoing part of this report. The history of this navigation shows that great changes have taken place within the present century, not only in the shoals and channels, but in the extent and form of the projecting points bounding the inlet; that these changes are in constant progress, admits of not a doubt. Hence, whatever depth may be obtained by the present process, it can hardly be relied on as possessing permanency so long as the gradual operations of nature remain the same. An examination of the map of this navigation shows that nearly all the channels at the inlet converge to the general channel or common entrance at the inlet; and the meeting and interference of these currents naturally cause the formation of shoals of greater or less magnitude, which must be co-existent with the channels themselves as to the causes producing them. To reduce the number of these to one which should discharge the surplus water received into Pamlico sound by artificial means, has long been looked upon as visionary and impracticable, so long as there exists the immense inner basin of the sound, which may be considered the common estuary of the various rivers, whose waters meet those of the sea through Ocracock inlet, and, from its dimensions, affording ample room for the formation of any series of shoals and channels on the inner side, which an artificial alteration of the inlet might occasion.

During the past season great interest has been manifested by those concerned in the commerce of the north counties on the subject of Blair's channel, and a desire expressed for the application of the machinery upon the bar at its mouth. Although this, if navigable, would afford a more direct passage for the trade from those counties, and is uninterrupted below by the shoals near the inlet, yet, from the facts already reported with regard to this channel, it is quite evident that its permanent improvement by dredging machinery is uncertain, if not impracticable.

The operations during the months of October and November of the present year, will consist in widening and deepening the Flounder slue, the narrowness of which at present offers the principal impediment to the passage of vessels drawing eight feet water. The department is referred, in illustration, to the general map of Ocracock inlet, forwarded with my report of last year, and to a special chart of the channel improved, which is now in preparation, and will shortly be forwarded.

The following statement exhibits the amount of funds available for the fourth quarter of 1833, and the year 1834, with the disposition of the balance remaining unexpended on the 30th September 1834.

Balance in the hands of the agent on the 30th September, 1833,	608 19
In the Treasury, at the same date,	11,400 00
Appropriation for the year 1834,	15,000 00
Refunded during the year,	98 99
Making the amount available for the fourth quarter of 1833, and the year 1834	27,107 18
The expenditures during the year ending on the 30th of September, 1834, were	13,699 80
Leaving a balance unexpended, on the 30th September, 1834, of	13,407 88
Of the latter sum there was in the Treasury undrawn, on the 30th September, 1834,	10,600 00
And in the hands of the agent,	2,807 88
The expenditures during the fourth quarter of 1834, are estimated at	3,407 88
Which will require to be drawn from the Treasury, to complete the service of the year, 1834,	600 00



Leaving a balance which will not be required at any time this year, and which may be applied to the service of the year 1835, of

\$10,000 00

Respectfully submitted,  
G. DUTTON,  
Lieutenant Corps of Engineers.

Brig. Gen. C. GRATIOT,  
Chief Engineer, Washington, D. C.

Statement showing the amount appropriated for improving the navigation of Ocracoke inlet, North Carolina, and the amount expended on that object on the 30th of September last.

Amount appropriated in 1828,	\$20,000 00
do do 1829,	21,000 00
do do 1830,	
do do 1831,	17,000 00
do do 1832,	22,000 00
do do 1833,	16,700 00
do do 1834,	15,000 00
	111,700 00

Amount expended to the 30th of September, 1834,

98,292 12

Balance in the Treasury, and in the hands of the agent, on the 30th September,

13,407 88

Of the above stated balance there was in the hands of the agent, on the 30th September,

2,807 88

Amount from the Treasury in the fourth quarter,

1,300 00

4,107 88

Leaving undrawn from the Treasury on the 29th of October, 1834,

\$9,300 00

No. 113.

#### IMPROVEMENT OF THE CUMBERLAND RIVER.

Letter from the Secretary of War, transmitting a report of the amount of expenditures for the improvement of the Cumberland river.

JANUARY 31, 1835.

Referred to the Committee on Roads and Canals.

WAR DEPARTMENT,  
January 29, 1835.

SIR: In obedience to a resolution of the House of Representatives of the 8th instant, I have the honor to transmit a report from the Chief Engineer, showing the amount of the funds which have been applied to the improvement of the Cumberland river.

To that part of the resolution which requires the Secretary of War to report whether the funds so applied, were applied "under the direction of the said Secretary or the President of the United States," I have the honor to state that the act of June 28, 1834, making additional appropriations for harbors, &c. appropriates a sum of \$30,000 "for the continuation of the improvement of the navigation of the Cumberland river, to be expended under the direction of the War Department." In conformity with this discretionary power, the whole of the sum of \$30,000 was directed by this department to be expended upon that part of the river below Nashville. The direction thus given was in conformity with the views entertained upon this subject by the President of the United States, and communicated in his last annual message to Congress.

And I have further to add, in conformity with the resolution, that the remainder of the sum appropriated will be expended upon that portion of the river below Nashville.

Very respectfully,  
Your most obedient servant,  
LEW. CASS.

Hon. JOHN BELL,  
Speaker of the House of Representatives.

ENGINEER DEPARTMENT,  
Washington, Jan. 10, 1835.

SIR: In compliance with so much of the resolution of the House of Representatives of the 8th instant, as can be replied to from this office, I have the honor to

report, that \$7,500 of the \$30,000 appropriated at the last session of Congress for the improvement of the navigation of the Cumberland river, has been remitted to the superintendent, and that the same has or will be applied for the improvement of the navigation below Nashville.

I am, very respectfully,  
Sir, your obedient servant,  
C. GRATIOT,  
Chief Engineer.

The Hon. LEWIS CASS,  
Secretary of War.

No. 132.

#### ROADS IN MICHIGAN.

Letter from the Secretary of War, transmitting the information required by a resolution of the House of Representatives of the 26th ultimo, in relation to certain roads in the Territory of Michigan.

FEBRUARY 6, 1835.

Read, and laid upon the table.

WAR DEPARTMENT,  
Washington, Feb. 5, 1835.

SIR: In answer to a resolution of the House of Representatives of the 26th ultimo, respecting certain roads in the Territory of Michigan, I have the honor to transmit herewith a report from the Quartermaster General, which contains the information called for.

Very respectfully,  
Your most obedient servant,  
LEW. CASS.

Hon. JOHN BELL,  
Speaker of the House of Representatives.

QUARTERMASTER GENERAL'S OFFICE,  
Washington City, Feb. 4, 1835.

SIR: In obedience to your order requiring an estimate, under a resolution of the House of Representatives of the 26th ultimo, "of the expense necessary to complete the opening of the military road from Green Bay to Prairie du Chien, in the Territory of Michigan, so as to allow the transportation of troops and military stores thereon when necessary; also, the expense required to open a road from Saginaw to Mackinac, in the said Territory, for similar purposes," I have the honor to submit, in reply to the first clause of the resolution, a copy of the report of the commissioners who surveyed the route, from Green Bay to Prairie du Chien, and to state that they did not furnish a detailed estimate, but, in the concluding paragraph of their report, express the opinion that the amount estimated by this department in 1833, (ten thousand dollars,) in addition to the balance of an appropriation remaining unexpended, would be sufficient to finish the work on the plan proposed.

In reply to the last clause of the resolution, I have the honor to state that a survey of the route of a road from Saginaw to Mackinac was commenced during the last season, but was not completed. Until the survey be finished, and the nature of the country known, it will not be possible to estimate, with any degree of certainty, the amount required to open the road. The work will be highly important in a military point of view, as there is now no direct communication by land between Detroit and Mackinac.

I respectfully recommend that an appropriation of ten thousand dollars be asked for, to be applied, should the Secretary of War consider it advisable, to commence the work during the ensuing season.

I return the resolution, and  
I am, sir, respectfully,  
Your obedient servant,  
TH. S. JESUP,  
Quartermaster General.

The Hon. LEWIS CASS,  
Secretary of War,  
Washington City.

SIR: The commissioners appointed, by direction of the Secretary of War, to locate and survey the route for a military road from Fort Howard to Fort Crawford, via Fort Winnebago, have the honor to report that they have completed the duties assigned to them, herewith transmit a map of the route selected.

Owing to the very limited knowledge of the country through which the route passes, a general examination has been necessary, especially between Fort Howard and Fort Winnebago. The little travelling has been blindly confined to the old Indian trails, which frequently lead, by very circuitous and unfavorable routes, from point to point, visiting in their course villages and other points out of the general course of the line.

With such imperfect knowledge, nothing could have been taken as granted; and it became necessary to give a personal examination to the several routes thought the most practicable.

After due consideration, the commissioners have not hesitated in giving the most decided preference to the route selected over all others named.

The other routes had under examination lie, for a considerable portion of their distance, on the left bank of the Fox river. The country generally is of a very inferior quality, and the labor and expense of opening the road would be much greater than on the route selected, owing to the marshy nature of the country through which it would pass. It is, moreover, still in possession of the Indian tribes, and will probably remain so for many years; and the numerous crossings of Fox river would, at certain seasons of the year, present serious obstacles.

On the other hand, the route by the head of the lake passes, in its whole extent, through lands of a very superior quality, soon to be in market, and destined in a few years to be occupied by settlers; the facility of construction is far greater than on either of the other routes, and the necessity of crossing the Fox entirely avoided.

Regarded in a military light, as the means of communication between three distant military posts, its superiority is manifest; for it runs almost parallel to the natural boundary between the United States and the Menomonic and Winnebago tribes of Indians, entirely within lands possessed by the United States, with all the white settlements in its rear, and the country behind of such an open nature that communications can be established from either of the settlements to any point on the route.

The country upon the line admits of two general divisions; the wooded, extending from Green Bay to the head of lake Winnebago; and the rolling prairie, extending from the latter point, with but few interruptions, to Fort Crawford.

Upon the first division, the labor of construction will be considerable; where the road runs parallel to the river, it has been found necessary to locate it upon its bank, to avoid an almost continuous swamp, commencing generally a few hundred yards from its bank, and running parallel to it.

This has made it necessary that a number of ravines, which perform the offices of drains to the swamps behind, should be crossed, requiring more labor in construction than any other equal portion of the route.

From the point where the route leaves the river to the head of lake Winnebago, although quite heavily timbered, the ground is favorable, and more than half the labor on this portion has been already performed by the New York Indians, in opening a communication between their old settlements and the reservation to which they are shortly to remove.

On the second division, the labor and expense of construction is very small; with the exception of some causeways in the vicinity of Fort Winnebago, the labor is limited to cutting and grubbing through the groves and belts of woods upon borders of streams; the bridging is but trifling.

The commissioners would recommend that, upon the prairies, two parallel plough furrows be run, to indicate the direction and width of the road, as the crosses put up must soon be destroyed, as many of them have already been, through the mere wantonness of the Indians.

On the prairies, no other labor would be necessary than that of running the furrows; and the woods are nearly all open and clear of underbrush; and, by inspection of the map, it will be seen that a large proportion is prairie.

The prairie which is passed over at the distance of eighty-five miles from Green Bay, is, without doubt, the continuation of the high prairie ridge extending without interruption from the head of Lake Winnebago to the Mississippi, and would furnish a more direct and open communication between Fort Howard and

the Mississippi, should it be thought unnecessary to pass by Fort Winnebago.

From Fort Winnebago to the Blue Mounds, a few obstructions exist, in the immediate neighborhood of Fort Winnebago; but these form the only ones between that point and Fort Crawford.

At the Blue Mounds, distant about twelve miles from the Wisconsin, commences the elevated ridge extending uninterruptedly to within a few miles of the point where the line crosses the Wisconsin. This ridge is the most remarkable feature in the country: it varies from a few yards to several miles in width, and separates the waters of the Wisconsin from those of the Platte, Grault, Peektano, and other tributaries of the Mississippi.

On either side of this ridge, the country is extremely broken, especially towards the Wisconsin, where it is only passable on the ridges that run from the prairie ridge to various points on the river. On the other side is the rolling prairie, extending throughout what is called the "mining country," and affording on its ridges, both towards the Mississippi and in other directions, good natural roads.

From this to Fort Crawford, as favorable ground has been chosen as the broken nature of the country will admit of.

It is thought that the present appropriation, with what has been estimated for, will be sufficient to finish the work on the plan proposed; but it is supposed that, if a greater width than twenty feet was given to the road in the timbered land between Fort Howard and the head of lake Winnebago, much advantage would result, as the surface of the earth would be exposed to the action of the sun.

Very respectfully,

Your obedient servants,  
A. J. CENTER,  
2d Lt. 5th Inf. and Com'r.  
T. D. DOTY,  
Commissioner.

**EIGHTEEN SEAMEN** who had been convicted of attempts at revolt, on board the brigs William Blunt, Francis, and Julia, were recently brought up for sentence, at the U. States Circuit Court of New York. Judge Thompson stated that a new law relative to revolts, had been passed during the last session of Congress, and in consequence, doubts had arisen whether the conviction of the prisoners under the old law, was legal; and that until these doubts could be cleared up, he must decline passing sentence on them. Between this and the next term of Court, which will come on in February, the question would be decided by the Supreme Court at Washington, and until then, the prisoners were to be liberated on their own recognizance in the sum of \$100 each. Besides the doubts which had arisen in relation to the law, the Court was also induced to come to this decision, because none of the present cases were of a very flagrant character.

**THE EFFECT OF THE THING.**—A gentleman from the far west, formerly an officer, and a gallant one in our army, who has lived much in the world, and seen as much of theatres as the most people, sat one night in the pit at the Park, beside our friend the editor of the Star, when KNOWLES was playing St. Pierre, in his own noble play, the Wife. At the scene when the false Duke's villainy has been fully exposed, and St. Pierre has wiled the dagger from him, and grasping his throat, bids him sign the confession, our officer's interest in the affair had become so engrossing and uncomfortable, that he sprang on his feet shouting "give it to him!"—give him the knife, d—n him! If I were there I'd do it myself!—Give it to him!" The Major grasped his arm and pressed him down, begging that he would compose himself, and reminding him that "it was only a play." The Captain recalled to himself, pressed his hand to his forehead, and muttering to himself "true, true!" left the house.

If Knowles has ever heard of the occurrence, he must have felt gratified. Few of our greatest actors have ever produced such an effect on intelligent auditors.—*New York Times.*

The British (formerly American) frigate President, bearing the flag of Vice Admiral Sir George Cockburn, G. C. B., arrived at Bermuda from Jamaica, on the 2d ult.

## WASHINGTON;

THURSDAY,.....APRIL 9, 1835.

A Board of Officers is at present in session in Washington, having assembled on the 1st inst. for the examination of the new System of Infantry Tactics, prepared by Major General Scott. It is composed of the following officers:—

Major General A. MACOMB,  
Brevet Major General T. S. JESUP,  
Brevet Brigadier General J. R. FENWICK,  
Brevet Brigadier General J. E. WOOL,  
Brevet Brigadier General GEO. GIBSON,  
Brevet Brigadier General R. JONES,  
Brevet Brigadier General N. TOWSON,  
Colonel GEORGE CROGHAN,  
Major T. CROSS,  
Brevet Major J. GARLAND,  
Brevet Captain S. COOPER, *Secretary.*

We understand that the Commissioners of the Navy, and probably the Secretary of the Navy, contemplate leaving Washington, to-morrow, in the Steamer Columbia, on a visit to the Navy Yard at Norfolk, Va.

The translations from the French, upon the subject of Canada Timber, which are concluded in the present number, have been prepared expressly for the Army and Navy Chronicle. They contain much valuable information, and the closing paragraphs, particularly, are the suggestions of an attentive and acute observer; the writer bears a high reputation in the French service.

**TO CORRESPONDENTS.**—"Effingham" shall have a place next week. The writer enquires if our columns are open to remarks in relation to the Revenue Cutter Service, to which we reply affirmatively. The Revenue Cutter Service and the Militia are both branches of our national defence, and whatever relates to either will meet our prompt attention.

It affords us much pleasure to be able to state, that the President has restored Passed Midshipman WILLIAM CHANDLER to his former rank in the Navy.

*From Irving's "Tour on the Prairies."*

News of the Rangers. The Count and his Indian Squire. Halt in the Woods. Woodland Scene.—Osage Village. Osage visitors at our evening Camp.

In the morn early (October 12) the two Creeks who had been sent express by the commander of Fort Gibson, to stop the company of rangers, arrived at our encampment on their return. They had left the company encamped about fifty miles distant, in a fine place on the Arkansas, abounding in game, where they intended to await our arrival. This news spread animation throughout our party, and we set out on our march at sunrise, with renewed spirit.

In mounting our steeds, the young Osage attempted to throw a blanket upon his wild horse. The fine sensitive animal took fright, reared and recoiled. The attitudes of the wild horse and the almost naked savage, would have formed studies for a painter or a statuary.

I often pleased myself in the course of our march, with noticing the appearance of the young Count and his newly enlisted follower, as they rode before me. Never was there preux chevalier better suited with an esquire. The Count was well mounted, and, as I have before observed was a bold and graceful rider.—He was fond, too, of caracoling his horse, and dashing about in the buoyancy of youthful spirits. His dress was a gay Indian hunting frock of dressed deer skin, setting well to the shape, dyed of a beautiful purple, and fanci-

fully embroidered with silks of various colors, as if it had been the work of some Indian beauty, to decorate a favorite chief.—With this he wore leathern pantaloons and moccasins, a foraging cap, and a double-barrelled gun slung by a bandoleer athwart his back—so that he was quite a picturesque figure as he manag-ed gracefully his spirited steed.

The young Osage would ride close behind him on his wild and beautifully mottled horse, which was decorated with crimson tufts of hair. He rode with his finely shaped head and bust naked—his blanket being girt round his waist. He carried his rifle in one hand, and managed his horse with the other, and seemed ready to dash off at a moment's warning, with his youthful leader, on any mad cap foray scamper. The Count, with the sanguine anticipations of youth, promised himself many hardy adventures and exploits in company with his youthful "brave," when we should get among the buffalos in the Pawnee hunting grounds.

After riding some distance, we crossed a narrow deep stream, upon a solid bridge, the remains of an old beaver dam; the industrious community which had constructed it had all been destroyed. Above us, a streaming flight of wild geese, high in air, and making a vociferous noise, gave note of the waning year.

About half past ten o'clock, we made a halt in a forest, where there was abundance of the pea-vine.—Here we turned the horses loose to graze. A fire was made, water procured from an adjacent spring, and in a short time our little Frenchman, Tonish, had a pot of coffee prepared for our refreshment.—While partaking of it, we were joined by an old Osage, one of a small hunting party who had recently passed this way. He was in search of his horse, which had wandered away, or been stolen. Our half-breed, Beattie, made a wry face on hearing of Osage hunters in this direction! "Until we pass those hunters," said he, "we shall see no buffalos. They frighten away every thing, like a prairie on fire."

The morning repast being over, the party amused themselves in various ways. Some shot with their rifles at a mark, others lay asleep half buried in the deep bed of foliage with their heads resting on their saddles; others gossiped round the fire at the foot of a tree, which sent up wreaths of blue smoke among the branches. The horses banqueted luxuriously on pea-vine, and some lay down and rolled amongst them.

We were overshadowed by lofty trees, with straight, smooth trunks, like stately columns; and as the glancing rays of the sun shone through the transparent leaves, tinted with the many colored hues of autumn, I was reminded of the effect of sunshine among the stained windows and clustered columns of a Gothic cathedral. Indeed there is a grandeur and solemnity in some of our spacious forests of the west, that awaken in me the same feeling that I have experienced in those vast and venerable piles, and the sound of the wind sweeping through them, supplies occasionally the deep breathings of the organ.

About noon the bugle sounded to horse, and we were again on the march, hoping that we might arrive at the encampment of the rangers before night; as the old Osage had assured us it was not above ten or twelve miles distant. In our course through a forest we passed by a lonely pool, covered with the most magnificent water-lilies that I ever beheld; among which swam several wood ducks, one of the most beautiful of water-fowl, remarkable for the gracefulness and brilliancy of its plumage.

After proceeding some distance farther, we came down upon the banks of the Arkansas, at a place where tracks of numerous horses all entering the water, showed where a party of Osage hunters had recently crossed the river on their way to the buffalo range.—After letting our horses drink in the river, we continued along its bank for a space, and then across prairies, where we saw a distant smoke, which we hoped might proceed from the encampment of the rangers.—Following what we supposed to be their trail, we came to a meadow in which were a number of horses grazing; they were not, however, the horses of the troop. A little farther on, we reached a straggling Osage village, on the banks of the Arkansas.—Our arrival created quite a sensation. A number of old men came forward and shook hands with us all severally; while the women and children huddled together in groups, staring at us wildly, chattering and laughing among them.



selves. We found that all the young men of the village had departed on a hunting expedition, leaving the women and children and old men behind. Here the Commissioner made a speech from on horseback; informing his hearers of the purport of his mission, to promote a general peace among the tribes of the west, and urging them to lay aside all warlike and blood-thirsty notions, and not to make any wanton attacks upon the Pawnees. This speech being interpreted by Beatte, seemed to have a most pacifying effect upon the multitude, who promised faithfully that as far as in them lay, the peace should not be disturbed; and indeed their age and sex gave some reason to hope that they would keep their word.

Still hoping to reach the camp of the rangers before nightfall we pushed on until twilight, when we were obliged to halt on the borders of a ravine. The rangers bivouacked under trees, at the bottom of the well, while we pitched our tent on a rocky knoll near a running stream. The night came on dark and overcast, with flying clouds, and much appearance of rain. The fires of the rangers burnt brightly in the cell, and threw strong masses of light upon robber-looking groups that were cooking, eating and drinking around them. To add to the wildness of the scene, several Osage Indians, visitors from the village we had passed, were mingled among the men. Three of them came and seated themselves by our fire. They watched every thing that was going on around them in silence, and looked like figures of monumental bronze. We gave them food, and what they most relished, coffee, for the Indians partake in the universal fondness for this beverage, which pervades the West.

When they had made their supper, they stretched themselves, side by side, before the fire, and began a low nasal chant, strumming with their hands upon their breast, by way of accompaniment. Their chant seemed to consist of regular staves; every one terminating, not in a melodious cadence, but in the abrupt interjection *huh!* uttered almost like a hiccup. This chant, we were told by our interpreter, Beatte, related to ourselves, our appearance, our treatment of them, and all that they knew of our plans. In one part they spoke of the young Count, whose animated character and eagerness for Indian enterprise had struck their fancy, and they indulged in some waggery about him and the young Indian beauties, that produced great merriment among our half-breeds.

This mode of improvising is common throughout the savage tribes; and in this way, with a few simple inflections of the voice, they chant all their exploits in war and hunting, and occasionally indulge in a vein of comic humor and dry satire, to which the Indians appear to me much more prone than is generally imagined.

In fact, the Indians that I have had an opportunity of seeing in real life, are quite different from those described in Poetry. They are by no means the stoics that they are represented; taciturn, unbending with a tear or a smile. Taciturn they are, it is true, when in company with white men, whose good will they distrust, and whose language they do not understand; but the white man is equally taciturn under like circumstances. When the Indians are among themselves, however, there cannot be greater gossips. Half their time is taken up in talking over their adventures in war and hunting, and in telling whimsical stories. They are great mimics and buffoons, also, and entertain themselves excessively at the expense of the whites with whom they have associated, and who have supposed them impressed with profound respect for their grandeur and dignity. They are curious observers, noting every thing in silence, changing a glance or a grunt at each other, when any thing particularly strikes them; but reserving all comments until they are alone. Then it is that they give full scope to criticism, satire, mimicry, and mirth.

In the course of my journey along the frontier I have had repeated opportunities of noticing their excitability and boisterous merriment at their games, and have occasionally noticed a group of Osages sitting round a fire until a late hour of the night, engaged in the most animated and lively conversation; and at times making the woods resound with peals of laughter. As to tears, they have them in abundance, both real and affected; at times they make a merit of them. No one weeps more bitterly or profusely at the death of a relative or friend; and they have stated times when

they repair to howl and lament at their graves. I have heard doleful wailings at daybreak, in the neighborhood of Indian villages, made by some of the inhabitants, who go out at that hour into the fields, to mourn and weep for the dead: at such times, I am told, the tears will stream down their cheeks in torrents.

As far as I can judge, the Indian of poetical fiction is like the Shepherd of pastoral romance, a mere personification of imaginary attributes.

The nasal chant of our Osage guests gradually died away; they covered their heads with their blankets and fell fast asleep, and in a little while all was silent, excepting the pattering of scattered raindrops upon our tent.

In the morning our Indian visitors breakfasted with us, but the young Osage who was to act as esquire to the Count in his knight entry on the prairies, was nowhere to be found. His wild horse too, was missing, and, after many conjectures, we came to the conclusion that he had taken "Indian leave" of us in the night. We afterwards ascertained that he had been persuaded so to do by the Osages we had recently met with; who had represented to him the perils that would attend him in an expedition to the Pawnee hunting grounds, where he might fall into the hands of the implacable enemies of his tribe; and, what was scarcely less to be apprehended, the annoyances to which he would be subjected from the capricious and overbearing conduct of the white men; who, as I have witnessed in my own short experience, are prone to treat the poor Indians as little better than brute animals. Indeed, he had a specimen of it himself in the narrow escape he made from the infliction of "Lynch's law," by the hard-winking worthy of the frontier, for the flagitious crime of finding a stray horse.

The disappearance of the youth, was generally regretted by our party, for we had all taken a great fancy to him from his handsome, frank and manly appearance, and the easy grace of his deportment. He was indeed a native born gentleman. By none, however, was he so much lamented as by young Count, who thus suddenly found himself deprived of his esquire. I regretted the departure of the Osage for his own sake, for we should have cherished him throughout the expedition, and I am convinced from the munificent spirit of his patron, he would have returned to his tribe laden with wealth, of beads and trinkets, and Indian blankets.

**THREE YEARS IN THE PACIFIC.**—Our readers are no doubt aware that the Dr. Ruschenberger, whose appointment as "Fleet Surgeon" for the East India Station, was noticed in our columns a few days since, is the author of "Three years in the Pacific," a work which has been universally lauded. It has been republished by Bently of London, and is spoken of there as a most interesting and valuable production. The following notice (amongst others) is taken from "The Court Magazine," London, January, 1835.—*New York Times*.

"Three Years in the Pacific, containing notices of Brazil, Chili, Bolivia, Peru, &c., in 1831, 32, 33 and 34, by an officer of the United States Navy, 2 vols. 8vo.

This is one of the cleverest and most unpretending books we have read for a long time past. The author is a sensible, plain, straight forward matter of fact man, who sees every thing with a cool, unprejudiced eye; has attached himself to facts, and divested his narrative of all political bias, and all vain theories. His object seems to have been the elucidation, by facts, of the social progress in South America, since those countries have shaken off the domination of Spain. There is much vigor in his descriptions and the most delightful lucidity. The information he gives is in a great part new, although so much has already been published concerning the South American States. As in a commercial point of view, these countries most interest us highly: the work before us is one of great and general utility. That it will be extensively read, there can be no doubt, and we can assure our readers that, far from consisting of mere dry details, it is full of picturesque, animated and highly interesting descriptions and anecdotes. To ourselves, it proved so attractive, that we read both volumes through at a single sitting, thereby depriving ourselves of sleep for a whole night.

## Communications.

### CANADA TIMBER.—(Concluded.) REPORT FROM ROCHEFORT.

The difficulty of obtaining the necessary supplies of Riga mast timber has caused it to be necessary to have recourse to Canada.

For several years England and France have used this new species of timber in their navies; England finds in its employment the advantage of using timber from its own colonies; France has been led to seek it from motives of economy in the price of the material.

In admitting that the qualities requisite for mast timber are the same in the timber of the north and that from Canada, the economy of its employment can only be shown in establishing the proportion between the cost of the timber and the relative duration of the masts that have been made from it.

If the proportion between the expense of a Canada mast and its duration, is less than that obtained between the cost of the same mast in northern timber and its duration, it may be said there is an economy in making use of Canada Timber; but it must not, however, be concluded there will be an advantage; for the inconveniences at sea, the delays in examinations and substitutions in the case of a hurried armament, are the inevitable consequences of the short duration of a mast, and these inconveniences have prejudicial influence on the service, the results of which it will be preferable to avoid by a little more expense, if it were possible so to do; but when necessity dictates to us the law it must be submitted to, and the best disposition must be made in the forced position in which we are placed.

In order to satisfy the questions proposed by the ministerial despatch, it would be necessary that the different inherent properties of the northern and Canada Timber should be ascertained, so as to be able to compare them: among these properties, the durability occupies a prominent place; it is essential to be able to appreciate this, since it is one of the terms of the proportion which it is required to obtain.

The experiments made at Cherbourg, in compliance with the ministerial despatch of June 19, 1826, have proved, that the Canada Timber newly cut, with respect to lightness, strength, rigidity and elasticity, has a positive advantage over the timber of Sweden, Denmark, and very often over that of Riga; the only uncertain property upon which it was then impossible to pronounce was the durability, which, however, is the point at present to be decided.

The duration of a piece of mast timber is composed of two elements, which, according to the localities or the exigencies of the occasion, produce differences that often appear inexplicable, but which appertain to the physical causes that are continually acting on the material.

The first of these elements, is the method made use of for the preservation of the rough timber and the time it remains before being used.

The second, is the time during which the mast is preserved after being worked, and also the time of its service after being put on board.

Each of these methods, and each of these times, exercises an influence upon the timber, and their differences have an effect which develops itself sooner or later, and which prolongs or modifies the durability of the mast.

The first question which it is requisite to resolve, is to ascertain the alteration produced in the primitive qualities of the wood by the method adopted for the preservation of the rough timber.

The second is, the deterioration that the piece experiences during the time it remains in store after being worked, and upon the period of its actual service.

Experience proves to us every day that resinous timber, as that from the north, has in its texture a conservative principle which guarantees it during a long series of years from any sensible deterioration. The supplies of the Port of Brest have remained for more than forty years in the brackish water of the river Penfeld, where they are exposed to every tide; at Rochefort they have been constantly immersed since 1806 in the muddy waters of the Charente; those of Cherbourg which remain always buried in the wet sand, prove when they are worked, that the primitive qualities have not in appearance changed; however, when the heart of the tree is deprived of its resine, that is, when the



tree has been tapped or bled, it is observed that the water penetrates the centre of the piece, and remaining in the interstices introduces a germ of fermentation, of which the effects are soon manifested when the mast is taken from the pond, and remains a few years exposed to the variable influences of the atmosphere.

The experiments made at Toulon in 1813 upon resinous timber from the Alps, cut in 1792, which had remained twenty-one years on a damp soil, that was covered with snow for six months of the year, has equally proved that the deterioration in the primitive qualities of the timber was scarcely sensible.

The resinous timber, of which the beams of the Ropery at Cherbourg are composed, have been in place more than fifty years, and are at present in a state which does not announce the least apparent decay.

The same results are not obtained, if the timber is placed upon a dry soil and exposed to the sun and rain, and above all if not covered with a coat of paint for its protection. The heat attracts the resins to the surface, and the rain dissolves and dissipates it; the timber then becomes dry and enfeebled, the moisture penetrates, heats, and destroys it. To insure the durability of resinous timber, experience proves that it is sufficient to protect it from the alternation of heat and wet, for after many years the deterioration of rough timber preserved under water, in the mud, in wet sand, and in dry sheds, is not sensible to the eye.

These results are not obtained when the mast is worked. If the mast is composed of a single stick, the sap is taken off, which served as an envelope in the rough state, and preserved the freshness of the timber, opposing the passage and evaporation of the resin; as soon as this is taken off in working, the mast progresses towards its decay. This effect may be retarded in replacing this covering of sap by a coat of paint, and if the mast is not exposed to the action of the sun, its duration may be prolonged.

When the mast is composed of several pieces the causes of deterioration are multiplied.

It has already been remarked that abundant tapplings made in resinous trees introduce the germs of fermentation, which are rapidly developed when the pieces are in contact.

It is otherwise known, that substances of the same or of a different nature exercise upon each other a chemical or galvanic action by their contact, when there is not a perfect equality in the temperature, humidity and disposition of the molecules; it is rare that the continual change of this reciprocal action of the two pieces does not produce upon the surface of contact a moisture, which engenders the fungus and in a few years decay. At some ports a coat of paint is given to the pieces placed in contact to destroy this effect; in others, tar is made use of, but this last appears much less efficacious.

This inconvenience can be obviated in suppressing the contact of the pieces when the masts have to remain a long time in store, and in allowing a free circulation of air between them; but then it is evident that the resin having issues open on every side will evaporate more freely, the timber will become dry and the qualities of the wood be diminished, and finally disappear.

If in place of remaining in the shed, the assemblage of resinous pieces is exposed to the action of the atmosphere, or, to that of actual service, the deterioration will have other developments and be submitted to other laws.

It is ascertained at the different ports, that the pieces composing the masting machines or sheers have lasted twenty years when kept well covered with paint, and care taken to protect the head and heel of the system from the action of humidity.

If the assemblage forms the mast of a ship, the duration is no longer the same, as the upper and lower ends are rarely protected from the moisture, and is subject to irregular movements and continual fatigue; it is then easy for the wet to penetrate and decay the surfaces in contact.

From the data obtained of the mean duration of Rigla masts in service being perfectly sound when placed on board, it has been fixed by the ministerial despatch of the 4th May, 1816, at eight years.

The inspections that have been made of the masts which are completed in the mast shed, as has just been made of those of the Ville de Paris, which have been

eleven years in store, prove that after twelve years there is necessity to change several of the pieces.

As it is necessary to trace out some path that may lead to the response desired by the Minister, it may be admitted from what has been stated that the mean duration of resinous timber may be established as follows:

Duration of a 'made mast' in service at sea 8 years.  
Note.—(Supposed to be perfectly sound when placed on board.)

Duration of a made mast when preserved under cover	-	-	-	12	"
Duration of sheers	-	-	-	20	"
Duration of rough timber when preserved in water, mud, sand, or wet soil, sheltered from the sun	-	-	-	40	"

If from our knowledge of resinous timber we are unable to establish the rigorous laws of its durability, preservation and employment, the limits that have just been stated may be admitted as demonstrated by experience, and we shall endeavor to draw such as may be assigned to Canada Timber.

109 pieces of Canada Timber were received at Rochefort in November, 1824.

If all the ponds had been prepared the whole of these pieces would have been placed in them; but as it was, only 48 pieces could possibly be placed there. The remaining 61 pieces were piled on shore and covered with a shed; the nature of Canada Timber being rather watery than resinous it was supposed the same methods of preservation might be employed without danger which had been long since adopted for the masts of Pyrenees, in which the sap has a great analogy to that of the Canada Timber.

However, the small duration of the timber from the Pyrenees when preserved in sheds, caused a desire to be felt to place the whole of the Canada masts in the pits as soon as they could be finished. This desire was realized in June, 1829.

As the extremities of the masts preserved on shore were painted, and there being no external indication of their having suffered during the time they remained under the sheds, they were not examined before being put in the pond.

In 1825 the first employment of Canada Timber was made; the lower masts of the gun-boats Vésuve and Hécla, and four brigs Alcione, Cigogne, Railleuse and Héche were made from among the 48 pieces that were placed in the pond.

In 1827 from the same timber were made the masts of the brigs Badine, Capricieuse, Dore, and Finistère. In 1828 there were made the lower masts of two transports of 550 tons, la Vigogne and le Robuste, and also the corvette transport Dordogne of 800 tons.

In 1829 the legs of the sheers were made from the same timber. It was in March, 1830, that the first use was made of the Canada Timber that had been 52 months under sheds and 10 months immersed in the water.

From 1825 to 1829, in working the masts taken from among the 48 pieces that had been placed in the pond, there was nothing observed announcing any deterioration of the timber; but this was not the case in 1830, when the pieces were worked that had been during the greater part of the time on shore. They were found decayed from ten to fifteen feet from the extremities, and in some places much deeper than others. Several pieces were condemned; these last were sawed in the direction of their length, and the middle of the surface for a width of eight or nine palms the whole length, was perfectly sound; this was exactly the contrary to what has been observed in the heart of resinous trees, that have been tapped, in which case the heart of the tree is the part that becomes heated and is always the first to decay.

After having rejected some, and taken the decayed wood from others, the mainmast of the brig d'Assas was made in 1830. This mast was examined in 1832, after a cruise, and found in a sound state.

In 1830, also, the main and foremasts of the Thibé were made from this timber: they remained in store till June, 1832, when they were put on board the Corvette. The mainmast, which was sound in 1832, has been pointed out in '33, as quite rotten at the extremities; this decay, which appears incredible, has caused the present enquiry into the subject.

It must not be dissimulated that the timber of which the masts of the Thibé were composed, though purged of its apparent defects, was not the less affected with the

malady contracted by all the rough timber preserved under cover; though the seat of the evil was not visible, yet the cause had produced its effect; humidity at the extremities and the elevated temperature of the climates through which it had passed only developed the germ.

A result of this nature is a warning against the danger of the disease, but it cannot be admitted as a proof of the short durability of the timber; if it confirm the judgment already pronounced against the preservation under sheds, it does not exclude the employment of Canada Timber.

Before arriving at this conclusion it will be necessary to examine the facts submitted to the proof.

If the different vessels, of which it has been a question, were at present at the port of Rochefort, it would be easy to ascertain the state of preservation of these masts. As the armament of these vessels has been made at different periods since 1825, the examination of the masts should now furnish the necessary indications by which to judge approximately of their state and duration in actual service; but unfortunately, Rochefort is deprived of this means of verification, none of the vessels armed between 1825 and 1832 have returned to this port, and there cannot then, from the impossibility of making the examination, be any decision as to the duration of the service of Canada masts.

This can easily be done, however, at the ports where the vessels are at present, that have been armed at Rochefort in 1825, 1826, 1827, 1828, and even 1829; if it is found that the masts of Canada Timber that have been preserved under water are not yet replaced, it will be proved that the period of their service approaches that indicated by the ministerial despatch of 4th May, 1816, which fixes at eight years the duration of a mast of the north.

There will be in this hypothesis, and in that of the masts of Canada Timber being one half the price of those of the north, an economy of about 50 per cent. in the employment of mast of a single stick, when preserved under water, and put into service the moment it is completed. Up to the present time there have been no 'made-masts' made at the port of Rochefort; there can therefore be no conclusion drawn for this last species of mast. It is well known that they are made at Cherbourg of Canada Timber, and perhaps at other ports, and their experience may throw a new light upon this question; there may, however, be some fears here expressed as to the durability of such masts if they remain a few years in store after being completed. The decay of the 61 masts preserved in a dry shed at Rochefort, caused by a fermentation of the sap would manifest itself much more rapidly in the different elements of a made-mast than in a single stick, especially when it is observed that the fermentation has place rather at the surface than in the heart of the piece; it is not to be expected that the germ of decay can be eradicated by simply taking off the decayed wood. If the rough masts preserved on shore have become injured in six years, it may be concluded that a made-mast preserved in store may become vitiated after remaining four years. In reposing then upon this fact and an analogy, it may be estimated approximately that the duration of a mast in a single stick preserved in a shed will be - - - - - 6 years, and that of a made-mast at - - - - - 4 "

In admitting the price of the timber as above, and comparing the cost with the duration, it will be found there will be a loss of about 50 per cent. in the employment of Canada Timber for masts in a single stick, which are to remain six years in store, and that this loss will be 75 per cent. for made-masts.

In boring the pieces which compose the sheers at Rochefort it is observed there is already an alteration in the wood, especially in the southern leg; this slight deterioration allows of an approximation to the durability of the machine, of which the legs are composed of pieces simply scarfed lengthwise. It is presumed that in five years it will be necessary to inspect, repair and change some of the pieces; as it has been already five years since this machine was made, the extent of its duration may be estimated at ten years. In comparing the cost with the duration of the two species of timber it will be found that the expense in material will be exactly the same, in employing for sheers either the Canada Timber or that of the north.

As to the duration of the supplies of Canada Timber it is difficult yet to estimate the result. Experience



teaches us every day that it is imprudent to preserve this timber on shore, as has always been done with the timber from the Pyrenees; though this last was unfit for service at the end of four years, the employment of masts preserved under water seems to announce that this method of preservation is preferable. It is supposed that a sandy soil, watered from time to time by the sea, would be still preferable, but all localities do not admit of this arrangement. It appears that the freshness of the water, sand, or mud, is necessary to oppose the fermentation of the sap in the Canada Timber.

The borings of the masts preserved since 1825 in the pits at Rochefort exhale no sour or fetid odors announcing a decomposition of the timber. Every thing would seem to indicate that they have made no progress towards decay, but it is readily conceived that it is impossible at present to establish the comparative proportion between the cost and the duration of the timber of the north and that of Canada preserved in store, as sufficient time has not yet elapsed to enable us to judge by experience. If it is admitted that the timber of the north in the depots remains forty years without injury, and in a few years it is found that the Canada Timber remains twenty years without introducing into the made-masts causes that may hasten their decay, the deficiencies of the timber of the north will no longer be regretted; we will only be obligated to preserve the Canada Timber in a damp situation so as to guarantee it from the prompt destruction which has been noted in the 61 pieces that remained 52 months under the sheds.

I shall terminate the examination of this question by an observation which merits attention.

The difficulty is readily conceived of reaching any certain conclusion in reasoning on insulated facts placed at great distances asunder, and upon which the eye alone is often the only judge.

At present, in order to judge of the properties of some of the materials which are employed in the Marine, the following means is taken to estimate its value. The hemp which is received is estimated by the force required to rupture it; if it remains a length of time in store its deterioration is submitted to the same proof; before the cordage is condemned, it is equally submitted to the test.

The iron no sooner leaves the hand of the workman than it passes to the hydraulic press; its resistance to a fixed tension serves as a guarantee against any fault, and leaves nothing to be pronounced at hazard as to the strain it is capable of supporting. The chain cables are submitted successively to this proof, after having been a certain time in service, and this precaution removes the chance of accident and prevents condemnations that would be prejudicial to the service. The sail cloth should also be constantly submitted to the same test, not only at the receipt but also when it has remained a length of time in store; when the sails themselves have remained for some time in store or have returned from actual service, some specimens should be taken from them and submitted to the trial, after which it can be with certainty determined which ought to be delivered and which condemned.

If this method of proceeding had been adopted with respect to the mast timber, and at the mast-house in each port there had been kept a register of the primitive strength of the timber of each receipt, of that which is possessed when the mast was completed, that at the moment of being placed on board the ship; above all if it had remained some time in store, and lastly its strength at the expiration of its service at sea; there would then be a correct history of the durability of the mast timber, of the best mode of preservation, of the influence of remaining too long a time in the mast-house, and lastly it could be judged with certainty if the mast when inspected was yet in a serviceable condition, or if it should be condemned. In order to obtain the data required on all these points, it will be sufficient to break several specimens of three feet in length by an inch or more square; these specimens might be taken once a year from an excess of length that should be left for that purpose on the masts of each species; this first proof would give the primitive force.

The same thing might be repeated when the timber was taken from the depot and worked. This second trial would give the proportion of the first step towards deterioration.

To the masts that were to remain some time in the

mast-house, an excess of length of three feet should be left, from which the specimens might be taken; their rupture would indicate the state of the timber at the moment of being put on board; lastly, in the examination of a made-mast after several years' service at sea, specimens might be taken from some of the pieces and the degree of deterioration correctly estimated, and by this method all the data required to judge of the durability of the timber would be obtained, which would satisfy, much better than it can be done at present, the different questions proposed by the ministerial despatch.

L'INGENIEUR DE LA MARINE,  
LEROUX.

Rochefort, May 24, 1834.

Approved by the  
DIRECTEUR DES CONSTRUCTIONS NAVALES,  
J. B. HUBERT.

### THE NEW INFANTRY TACTICS.

No. 3.

Under the head of the "School of the Company" we have to notice a new and beautiful manner of forming company; and while we admire its simplicity and facility of execution, we must remark, in the first place, that had the formation been on the right instead of the left of the company, the odd file would have occurred on the left or least important flank—a matter of sufficient consequence to be noted, when we consider that by far the greater number of flank movements are made by the right.

This, however, is trifling, when compared with that arrangement, which prescribes, that all the companies of a battalion shall be severally drawn up, with the tallest on the right, and the shortest on the left: making the left flank weaker than the right, and giving to the upper part of the battalion an appearance not unlike the teeth of a saw; or of a system of lines *en crémaillère*. We acknowledge that this arrangement is not positively laid down, but the inference is fair that such is intended, from the fact, that each company forms independently, and joins with this formation; and also from the total silence observed concerning it under the head of the "School of the Battalion." In fact, in the present state of the service it could not well be otherwise: for it often happens that those companies which would occupy a central position were the regiment embodied, have an equal share of tall men with those on the flanks, and the idea is not to be entertained for a moment, that on any sudden junction of these companies, a mutual transfer of tall and short men would take place: in other words, a total disorganization. The difficulties incident to this state of things, are all obviated by the present arrangement of having in each company the tallest on the right and left, and the shortest in the centre—the only formation which is suited to the service as it is.

In paragraphs 486, and 488, we find the two commands of "In place—REST," and "REST," by the former of which, the alignment is preserved by keeping the left heel in its place; and by the latter, an actual resting occurs, so far as is consistent with remaining in the ranks. We object, in the first place, to these commands, on account of their too great similarity:—for it may be safely asserted, that if the men feel like having a real rest, they will be very apt either not to hear or understand the word, should the first one be given: and consequently they will become a fruitful source of negligence on the one part, and of vexation on the other. In the next place, we believe that by substituting the command and action of "Stand-at-ease," as laid down in the Tactics of 1815, for that of "In place—REST," an advantage would be gained, not only in the marked difference of the commands, but in the execution also. To which we may add, that the position of standing at-ease is, under several circumstances, much more preferable than that of resting:—as at guard-mountings; and at parades, during the publishing of long orders.

We have before mentioned, that although the troops are formed three deep, yet the firing is generally executed by the front and centre ranks. Such being the case, we are at a loss to discover the reason for changing the command of "Fire by file," (as prescribed, paragraph 302, in the two rank formation), to that of "Fire by two ranks" when drawn up in three:—for the same object would be attained in this latter in-

stance, by giving the command "Fire by file," and having it understood that but two ranks were to fire; as by the command, "Fire by two ranks," and having it understood that the firing was to be by file; with all the advantages of simplicity and uniformity in favor of the former. While on this subject, we may remark, that in a system of Tactics with two distinct bases, like the one under consideration, too much pains cannot be taken to simplify and harmonize the commands in such a manner, that they shall in every possible case be used for both: and where it becomes necessary to make distinctions, they should be so strongly marked, that with ordinary attention mistakes could not easily occur. In the present state of the service, it is not too much to assert, that the unavoidable differences, resulting from the drill of two and three ranks, will become fruitful sources of negligence and error; and if to these be added an indiscriminate mixture of different commands for similar evolutions, and of similar commands for different evolutions, it would be difficult to determine a limit to the confusion that must necessarily result from so great a want of harmony.

Our next step leads us to the consideration of paragraph 572, where we find—"1, Company by the right flank. 2, Right-Face. 3, Company forward. 4, March." This is just double the length of the present simple command of "Company, 2 Right-Face, 3 Forward-MARCH," and is of course, too long by half. We have already commented upon the uselessness of the cautionary command, "By the right flank," and we may here add, that since it is used only in the schools of the soldier and of the company, and omitted entirely in that of the battalion, it is difficult to conceive of any reason sufficiently strong to warrant its adoption. For when we consider that the principal object of the first two schools, is to qualify troops for the duties of the battalion, it is at once manifest that the same necessity, which exists for the command in the one school, would certainly obtain in the other; particularly since the circumstances in both cases are precisely the same. When we remark, that the word "company," in the third command is uselessly repeated, we have said all that the subject deserves.

In paragraph 742, the instructor, wishing to counter-march, will command "1, Countermarch. 2, Company by the right flank. 3, Right-Face. 4, By file left. 5, MARCH." "743, at the third command, the company will face to the right, the two guides to the right-about; the captain will go to the right of his company, cause three or two files, according as the depth of the company may be in three or two ranks, to break to the rear, and then place himself by the side of the front rank man on the right to conduct him."

"744, at the command march, both guides will stand fast; the company will step off smartly, the first file, conducted by the captain, will wheel around the right guide, and direct its march along the front rank, so as to arrive behind, and two paces from the left guide; each file will come in succession to wheel on the same ground around the right guide; the leading file having arrived at a point opposite to the left guide, the captain will command: 1, Company: 2, HALT: Front FACE: Right-Dress."

Having already discussed the subject of long winded words of command to our heart's content, we shall say nothing concerning those contained in the three paragraphs above quoted; but shall confine ourselves for the present, to one or two details relating to the evolution itself.

The first peculiarity of the movement, is that which directs that both guides shall face about; with the manifest object of making out the new line of formation. This might do very well, were it not attended with too great a sacrifice of the more important parts of the movement. In the first place, the right guide facing about, obliges the captain to depend upon himself entirely in leading off the company; and in the next place, this guide being in the way, the men are obliged to perform that sort of movement known in the militia by the fanciful name of "whipping the snake." When we reflect, that of all the evolutions in the school of the company, that of countermarching is at the best done in a slovenly and careless manner; files opening out: men losing step: and muskets making every possible angle with each other: the means cannot be too much multiplied to guard against the general indifference which characterises its perform-



ance, even amongst troops otherwise well drilled; but we are very much afraid that the method laid down for its execution in the new system, will only serve to increase instead of diminish the confusion of which we complain. These are far from being all the objections that can be offered to this mode of countermarching, but as we shall be unable to point them out in a satisfactory manner until we come to treat of the "School of the Battalion," we shall postpone their further consideration until our next number.

CLAIRFAIT.

## Foreign Miscellany.

### BONAPARTE'S GENERALS.

From that interesting volume of "Harper's Family Library," the *Court and Camp of Bonaparte*—we glean the following memorials of the twenty-eight celebrated military men who make up the whole list of those serving under Napoleon, either as Marshals of France or Generals of Division.

*Augereau*, died 12th of June, 1816, of dropsy in the chest; *Berthier* threw himself from the window of his house as the army of the allies was passing it on the 9th May, 1815, and died instantly; *Bessieres* was killed by a musket ball at Lutten; *Davoust* died of a pulmonary complaint, June, 1823; *Dessaix* was killed instantly at Marengo, by a cannon ball; *Beauharnais* died of apoplexy at Munich, Jan. 21, 1834; *St. Cyr* in March, 1830; *Junot* in a fit of insanity threw himself from a window of his father's house at Montbard, breaking a thigh, which resulted in his death, June, 1813; *Kleber* was assassinated at Cairo, Egypt (on the same day that *Dessaix* was killed at Marengo) by the hand of a youth of 18, who secreted himself in a garden, and on the approach of his victim went and presented him with a bit of paper folded like a letter, and while *Kleber* was opening it, the assassin drew from his cloak a dagger, and inflicted a wound causing immediate dissolution. He stated that he left Damascus on foot, by order of the grand vizier, who entrusted him with the mission of repairing to the French Army to take Bonaparte's life. *Lannier* expired from the effects of a cannon shot which carried away his right leg, and the foot and ankle of the left, at Essling, 22d May, 1809; *Lefebvre* died in Paris, Sept., 1820; *Loison* at Liege, in 1816; *Massena* expired on the 4th of April, 1817; *Moreau* fell when near the Emperor Alexander (being in the Russian service) at Dresden, in August, 1813. A cannon ball from the French artillery carried away his right leg, and passing through his horse took off a portion of the left. The remaining part of the left leg was cut off by a surgeon—and during amputation and dressing, the brave officer smoked a cigar—scarcely moving a muscle of his face during the painful operation. He lingered till the 21st September. *Murat* was condemned to death at Naples in 1815, and shot—looking steadfastly at the soldiers, and desiring them to aim at his heart and save his face.—The fate of *Ney*—"the bravest of the brave" is familiar to all. "He who had fought five hundred battles for France—not one against her—was shot as a traitor," being in the 47th year of his age. *Pichegru* was found dead in a dungeon, with a black silk handkerchief twisted tight round his neck, and a stick thrust through the knot, whether by his own hand or the hands of others, seems to be undecided; *Suchet* expired at Marseilles, Jan. 1826—making 18 of the 28, who no longer survive.

Of the remaining ten, *Bernadotte* is King of Sweden; *Grouchy* left France for this country after the second abdication; no mention is made in the work before us of the death of *Moncey*; and *Jourdan*, *Macdoniel*, *Marmont*, *Mortier*, *Oudinot*, *Soult* and *Victor* severally gave in their adhesion to Louis Philippe in August, 1830, and for aught we know are all still living.

From the *Bermuda Gazette*, of 3d March.

**THE RHADAMANTHUS, STEAM FRIGATE.**—This vessel having made a longer stay here than was expected on her arrival, has given very many an opportunity of visiting her; and the attention of Captain Evans, and his officers, has added much to the pleasures attendant on such an inspection. To those who have not had an opportunity of viewing the *Rhadamanthus*, we subjoin a few particulars of her dimensions as well as of her machinery, to assist them in forming some idea of the size, power, &c., of this splendid vessel. The

*Rhadamanthus* has now been from England about nineteen months, and her officers speak in the highest terms of praise of her qualities as a sea boat and fast sailer.

Length	165 feet.
Breadth inside of paddle-wheels	46 "
Tonnage	813
Engine Horse power	220
Paddle-Wheel, diameter	21 feet.
Boilers hold	50 tons.
Coals	300

and consumes on an average when in full power, one ton per hour, and is propelled by every turn of the paddles half a mile; the wheel revolves usually about 18 times per hour.

Armament—6 guns.—1 34 lbs long gun on the fore-castle—1 32 long gun aft.—232 short on each gangway.

A Sloop of War's Complement of men.—4 Engineers and 16 Stokers.

**GREEK FIRE.**—Constantinople was indebted for her preservation to a new and fortunate discovery which chemistry accidentally opened to the Greeks, at a time when there was neither courage, patriotism nor talent, in either commander or men, sufficient to repel so formidable an enemy. An inhabitant of Heliopolis, (there were two towns of that name, one in Syria, the other in Egypt,) named Callinicus, discovered a composition of naphtha, or oil of bitumen, pitch, and sulphur, which, once set on fire, could not be extinguished by water; which adhered to wood with destructive activity, and consumed with equal facility, a single ship or a whole fleet; and which, when thrown on the combatants, insinuated itself between the joints of their armor, and destroyed them by a death of torture. Callinicus, a subject of the khaliphs, but a Christian, brought his secret to Constantinople, and used it in defence of Christendom. This secret was preserved till the middle of the fourteenth century, when it was superseded by the still more tremendous invention of gunpowder. Its qualities are very imperfectly known to us. The Greeks called it "liquid, or marine fire." The prows of vessels and the ramparts of towns, were furnished with tubes, by means of which this blazing oil was thrown to a large distance; a piston projected it with great velocity into the air, as soon as it came into contact with which, it became ignited by some process unknown to us; the devoted victims saw it approaching in the form of a fiery serpent, till at last it fell in a burning shower on vessels and men. An hour's fight would cover the sea with this flaming oil, and give it the appearance of a sheet of fire. The Saracen fleets were repeatedly destroyed by it, and their most valiant warriors, whom the near aspect of death had never daunted, recoiled from the terrors and tortures of this liquid, which crept beneath their armor, and clung to every limb.—*Lardner's Cyclopaedia.*

**STEAMBOAT IMPROVEMENT.**—The Meteor, government steamer, which sailed a few days ago from Falmouth for Lisbon, has been fitted with boilers of a new construction; they occupy less space by 13 feet length in the vessel's hold; the boiler is not traversed by internal flues, but the lower part or bottom, is of a zigzag form, so as to detain the caloric emitted by the fire, and to present as much surface as possible to receive and conduct it. The steam is got up in about half the time required by the old system, or in about forty-five minutes, instead of an hour and twenty minutes, and by the internal arrangement, the heated water is continually being displaced by a cooler fluid: this constant circulation it is expected by the projector, will prevent any deposit of salt in the boiler. The officers of the Meteor speak in high terms of the invention, on the passage to Woolwich, there being an excess of steam as well as draught of the fires.

An invention of commander Thomas Maitland is about to be adopted in the British Navy, which, although extremely simple, will save the country some thousands annually, besides rendering the practice of naval gunnery more efficient. The invention is a fusee, (a supply of which are now casting at the arsenal at Woolwich) to carry a four ounce ball; the barrel is to be fitted upon the gun horizontally, and to fire with a lock in the ordinary manner, so as to insure the seamen the benefit of the sight placed upon the muzzle of the gun. The powder allowed for exercise is very inadequate, to perfect the seamen in the practice of firing

with ball; and, trifling as it is, the country is put to a heavy expense by it, even in its limited scale. The object, therefore, of Captain Maitland, is to enable the gunner to acquire a knowledge of target practice at the least expense, which is effected by the fitted fusee, or barrel in question; thus the service of powder for an 18 pound carronade once, will allow this barrel to be fired at least twelve times with ball, and all the ends intended by the working of the gun and the precision of the shot effected.

## Nav.

All the vessels of the West India Squadron were at Pensacola on the 25th ultimo. The Falmouth, Capt. Rousseau, having arrived from a cruise on the 17th; the schooner Grampus, Lieut. Comdt. White, on the same day, from a cruise off the Balize; and the Vandalia, Capt. Webb, on, or previous to, the 25th, from Vera Cruz.

The U. S. ship Ontario, Captain Salter, was at Rio Janeiro on the 16th February—all well; last from the Falkland islands.

Lieut. G. J. Pendergrast has been ordered to the Philadelphia Navy Yard, vice S. L. Breese, relieved.

### THE MAILS.

For the Mediterranean, can be sent by a vessel to sail from New York on the 16th instant.

For the coast of Brazil, by the ship Extio, to sail from New York the 14th instant, and by the brig La Plata, to sail from Philadelphia.

For the Pacific, by the barque S. E. Burrows, to sail from New York on the 15th instant, and by the packet, to sail from New York on the 18th, via Kingston, Jamaica.

## Army.

### DETAIL.

Captain C. Wharton, of the Dragoons, ordered on Recruiting Service for his regiment, at Philadelphia, 7th April.

### ARRIVALS AT WASHINGTON.

- April 2.—Dr. W. Beaumont, Army, at Fuller's.  
Gen. Fenwick, do Gadsby's.  
4.—Col. G. Talcott, do Fuller's.  
Capt. A. Mordecai, do do  
5.—Capt. R. Voorhees, Navy.

### RECEIPTS BY MAIL, &c.

ON ACCOUNT OF THE ARMY AND NAVY CHRONICLE.

[From the 1st to the 7th April, inclusive.]

1.—Lt. G. W. Cass, Army, Brownsville, Pa., 31 March, 1836,	* 5 00
2.—Lt. A. Edson, M. Corps, Portsmouth, N. H. 31 December, 1835,	3 00
6.—Dr. L. Osborne, Navy, Pensacola, 31 December, 1836,	† 4 65
Lt. J. H. Ward,	Navy, Pensacola, 31 March, 1836,
Lt. H. K. Thatcher,	
Dr. H. S. Coulter,	
P. Mid., W. Lambert,	
	\$22 65

\* Two copies. † Seven per cent discount on \$5.

## MARRIAGES.

At Baton Rouge, Lou., on the 2d ult., Lieut. HENRY W. FOWLER, of the Marine Corps, to Miss ADELE HICKY, daughter of Col. P. Hicky.

At New Castle, Del., on the 2d instant, Maj. NATHANIEL YOUNG, of the 7th Infantry U. S. Army, to ELIZABETH MAXWELL, daughter of the Hon. THOMAS CLAYTON, Chief Justice of Delaware.

## DEATHS.

At Trappe, Md. on the 10th December, 1834, First Lt. GEORGE W. GAREY, of the 1st Infantry U. S. Army.

At Carlisle, Pa., on the 26th ult. First Lt. J. E. NEWELL, of the 7th Infantry U. S. Army.

At Norfolk, Va., on the 25th ult. ANNA T. aged eight years, daughter of Lt. WM. JAMESON, of the U. States Navy.

At New Brunswick, N. J., on the 1st instant, Mr. JABEZ THOMPSON, in the 76th year of his age, a Revolutionary patriot.

At his residence, near Washington, D. C., on Saturday last, GEORGE BEALE, Esq., Purser U. S. Navy.